



MOTOR CAR GOSSIP

GROWTH OF AUTO MAKING

Ten Years Shows Immense Increase in This Industry.

The automobile industry has had a most remarkable development in recent years. The number of establishments increased from 57 in 1899 to 216 in 1909, an increase of 454 per cent in the 10-year period. Of the 316 establishments in 1909, 265 manufactured automobiles as a main product, while complete machines were a minor product, or "side line," with 51 of the establishments.

The total product of the automobile industry increased in value from \$4,748,000 in 1899 to \$191,722,600 in 1909, an increase of 4,061 per cent. The value of products stated represents the product as actually turned out by the factories during the census year, and does not necessarily have any relation to the amount of sales for that period of time.

Statistics by States.
A striking fact is the consistent development of the automobile industry in the states in which the carriage and wagon industry was of great importance. The inference is that, in a large measure, these states were equipped with the necessary skilled labor, thus giving the automobile industry an advantage and an impetus not enjoyed by other states.

The number of automobiles manufactured increased from 3,723 in 1899 to 127,289 in 1909, or 3,319 per cent. Of these, 126,570 were built in establishments of which automobiles were the main product, and 719 in establishments of which such machines were merely minor products.

In addition to the four states shown in the table, among which Michigan led by a great preponderance, represented by about 45 per cent of the total product, the industry was of importance in the following states, arranged in ranking order: Connecticut, 2,955 machines, valued at \$7,405,900; Wisconsin, 5,641, valued at \$7,157,500; Massachusetts, 3,467, valued at \$6,232,700; Illinois, 3,453, valued at \$4,485,500; Pennsylvania, 2,901, valued at \$4,151,300; and Missouri, 728, valued at \$1,074,300.

California, Maryland, Iowa, New Jersey, Minnesota, Colorado, Kansas, Kentucky, Nebraska, Oklahoma, Rhode Island, South Dakota, Tennessee, Texas, and Georgia had a combined product of 4,932 machines of the value of \$4,997,000.

The use of the automobile, as a pleasure vehicle is as yet far more general than for strictly business or commercial purposes. It must be remembered that a very large number of the automobiles listed as "pleasure or family vehicles" are used extensively as business conveyances. This fact, however, can not be taken into consideration in a classification of the machines. For example, the machines listed as "business vehicles" number 3,288, while the total of pleasure and family vehicles is 122,505.

There is a perceptible general trend in the automobile industry toward specialization, which is manifested in a marked degree in all branches of the manufacture of vehicles. Much of the manufacture of automobiles consists of assembling the finished parts made by other establishments either as chief or minor products. Of the latter, foundries, machine shops, wheel works, body builders, rubber-goods manufacturers, top makers, etc., will be found to furnish the greater values.

Independently of the factories which produce complete machines and parts incidentally, there is another group of establishments which produce bodies and parts, which eventually are used as materials by the establishments noted in the main table. There were, in 1909, 476 such establishments reported, with a product valued at \$5,544,700. This does not exhaust all the establishments which contribute to the automobile industry, as there are others manufacturing such supplies in connection with other products, but for which separate statistics can not be compiled. Thus the engines and parts of machinery are frequently manufactured in general machine shops, for which statistics in census reports are given under the class of "Foundry and machine shop products."

Weekly Bulletin \$1 per year.

GRABOWSKY TRUCK

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VON HAMM-YOUNG SELL MANY CARS

Now Keeping Honor Roll of Purchasers of Their Automobiles.

According to advices received from Vancouver by Mr. Jack Ferguson there has been sold 112 Cadillacs this season up to May 14th. This is certainly a wonderful record from a city of that size and only goes to show the great popularity of the Cadillac car no matter what the country or the conditions may be. Mr. Ferguson has been in town about two months with his 1911 Cadillac touring car and expects to return to Vancouver on the Marana Tuesday next. He was formerly connected with the Vancouver Auto Company who are the Vancouver representatives of the Cadillac, and is very enthusiastic over this make of machine.

The names of the purchasers of automobiles from The von Hamm-Young Company are now being placed in an album which is entitled "The Honor Roll." This book is kept in their large sales-room in the rear of the Young Hotel, and consists this week of the following:

Mr. H. S. Gray,
Mr. K. Koner,
Mr. Richard Quinn,
Mr. T. J. King,
Lieut. Roy Francis Smith,
The Hawaiian Preserving Co.,
Mr. J. H. Kearney.

Mr. H. S. Gray bought a Hupmobile runabout, which is to be used in his business. Mr. Gray states that his business is increasing so rapidly that it was either a case of adding another man to his establishment or getting an automobile so that he could cover more ground. These little Hupmobiles are becoming more and more popular all the time as people begin to appreciate their high qualifications and merits.

Mr. K. Koner purchased a handsome 7-passenger Pope-Hartford touring car which he is placing in the rear service. The wonderful burst of power and the elegance of finish combined with the other high class features of this car are making the Pope-Hartford a headliner in Honolulu.

Mr. Richard Quinn bought a 5-passenger Stoddard-Dayton touring car. Mr. Quinn is connected with the U. S. Engineering Department and considers that the Stoddard-Dayton has such a following in Honolulu that he is making no mistake in purchasing one of this make of cars.

Another man who is showing great judgment in his selection of a car is Mr. T. J. King, who this week purchased from The von Hamm-Young Company a 1911 5-passenger Cadillac touring car.

Mr. J. H. Kearney is now the proud possessor of a very handsome 1911 Stoddard-Dayton runabout, having purchased same this week from The von Hamm-Young Company. Mr. Kearney is fast becoming a very enthusiastic autoist as this is the second machine which he has bought from The von Hamm-Young Company within a month.

Business men in Honolulu are fast recognizing the efficiency of automobiles in connection with business enterprise, which is demonstrated by the great number of commercial vehicles in Honolulu at the present time. This fact was fully realized by the Hawaiian Preserving Company this week when they purchased from The von Hamm-Young Company a runabout to be used at their new cannery in Kailua.

Mr. H. H. Linton resigned this week from the sales force of The von Hamm-Young Company.

DIAMOND TIRES HAVE MILEAGE RECORD

Reports of unusually large mileage by automobile tires are interesting because they show the possibilities of automobile tires. The most recent instance brought to the attention of The Diamond Rubber Co. is of a Diamond tire on a Locomobile owned by Mrs. William Winters of Spokane, Wash., that has run 39,000 miles. The tire was taken off the car in February after having been in service since 1908. Tire companies do not claim mileage like this as the average thing for their tires but cite such records as examples of what can sometimes be accomplished by proper care of tires and good fortune in meeting old road knives, horse shoes and brass on glass.

2185 editorial rooms - 2254 business office. These are the telephone numbers of the Bulletin.

GOOD POINTS FOR THE MOTORIST

Michelin Tells How to Locate Small Punctures in Tubes.

Nearly every motorist has experienced the exasperating task of locating small punctures in inner tubes. The following suggestion may serve to lighten his trouble when he next meets with such a mishap.

In the first place the tube should be examined carefully to determine if the puncture is large enough to be seen. If not immediately visible the perforation may be very small, no larger than a needle point, and in this case it is much harder to locate.

Inflate the tube slightly and hold it near the ground. Very often if the road is dry the puncture may be detected by the disturbance of the dust made by the escaping air.

If this test cannot be made or if it does not discover the puncture, present each portion of the tube to your cheek until you can feel the rush of escaping air. These methods failing to locate the puncture your only course is to immerse the tube in a pan of water, section by section, and watch closely for air bubbles. Where these bubbles rise is the point of puncture.

Sometimes even the water test will give no indication of a leak, yet when the tube is refilled and inflated, the air pressure will again decrease slowly. You may then be practically sure that the trouble starts near the nut at the base of the valve. This is assuming that all other valve parts are in good condition, otherwise when the valve was immersed in water, bubbles would have indicated the leak. An invisible leak of the nature described could be produced by screwing the nut at the base of the valve too tightly, or not screwing it tight enough.

In either case it is safer to return the tube to the manufacturer, for it is not likely that the motorist can make a satisfactory repair.

If no puncture is found in the tube, it would be well to re-test the valve. This can be done while the tire is mounted on the wheel. Simply turn the wheel until the valve is pointing straight down and immerse the valve in a glass of water.

This is accomplished by raising the glass until the valve is submerged. If bubbles rise to the surface of the water, examine the rubber security disk at the bottom of the cap and if this is damaged fit a new one in its place. If you have no regular rubber disk, use instead a small leather washer or one made of cloth smeared with cement.

The Michelin Tire Company of Milltown, New Jersey, publishes in two volumes a complete instruction book on the care and repair of tires from which the above notes are taken. Copies of these volumes are sent free on request.

HOLDS FAST TIRE CHANGE RECORD

The Michelin Tire Company has awarded the tire-changing championship to John Adams of Los Angeles. The company has notified Coleman and Bentel that the Michelin gold medal emblematic of the championship will be forwarded to the Los Angeles boy and he will be permitted to wear the medal as long as his record remains unbeaten.

Adams made his phenomenal mark of twenty-six seconds at the Motordrome recently when he yanked off and put on the Michelin demountable in that wonderfully short time.

Adams first came to the front at the time of the Santa Monica road race. The Michelin people had a large number of cars in this event and in order to make quick changes and take perfect care of the Michelin users two Frenchmen were sent out from the factory to do the quick work. They were fast and made several swift changes but when they hooked up with the Los Angeles boy it was discovered that Adams could make a change quicker than the factory men.

Adams went to San Francisco for the Panama-Pacific race and gave even the drivers of the big cars some real thrills.

When Baby was sick, we gave her Castoria.
When she was a Child, she cried for Castoria.
When she became Miss, she clung to Castoria.
When she had Children, she gave them Castoria.

Inter-Island and O. R. & I. Shipping Agents for sale at the Bulletin office, Honolulu.

For the lava roads of the Hawaiian Islands you need the strongest, toughest tires. If your automobile upkeep cost is to be considered. Motorists who used

Diamond TIRES

In the states got an average of 2,213 miles greater tire service for each and every car they ran than as against the general tire field, was purely "Velvet."
This was shown in the only extended, disinterested tire investigation ever made. This thorough and impartial investigation was conducted by W. A. Weygandt, representative of leading trade and news publications.
The result is even more significant to you because your roads demand to a greater extent the extra strength and reserve force which are in Diamond tires.
Here are the facts as found and compiled by Mr. Weygandt:

MILEAGE RESULTS OBTAINED BY USERS OF ALL PRINCIPAL MAKES OF TIRES.

Diamond Tires—Greatest Mileage—Best!

Make of Tire	A Diamond	B MAKE	C MAKE	D MAKE	E MAKE	F MAKE	G MAKE	H MAKE	I MAKE	J MAKE
Sets Reported	41½	43	13	12½	8	7	6	7	4	3
Grand Total Mileage	256,639	239,975	70,300	65,798	34,100	21,594	20,236	20,200	14,000	8450
Grand Total Time in Use	339½ mo	404½ mo	122½ mo	82 mo	93½ mo	61½ mo	37 mo	46½ mo	26 mo	12½ mo
Grand Average Mileage	6221	5580	5361	5371	4362	3084	3372	2825	3500	2816
Grand Total All Punctures	101	151	84	49	77	20	24	16	19	6
Grand Total Extra Casings used in time and mileage stated.	23	34	6	6	9	6	9	3	5	1
Grand Total Extra Tubes used in time and mileage stated.	54	73	24	10	9	17	7	9	5	4
Average Period of Use	8½ mo.	9½ mo	9½ mo	6½ mo	11½ mo	8½ mo	6½ mo	6½ mo	6½ mo	4½ mo
Average Monthly Mileage	775½	593½	573½	802½	364½	351½	546½	436½	538½	676

NOTE: THAT within a shorter total time—indicating their use on largest and fastest cars—Diamond tires gave more mileage than any other tire, by from 11½ per cent up to 120 per cent above competing makes.
Observe, also, that users of Diamond tires bought fewer new casings and new tubes than users of other tires. This saving was in addition to the greater mileage they obtained.

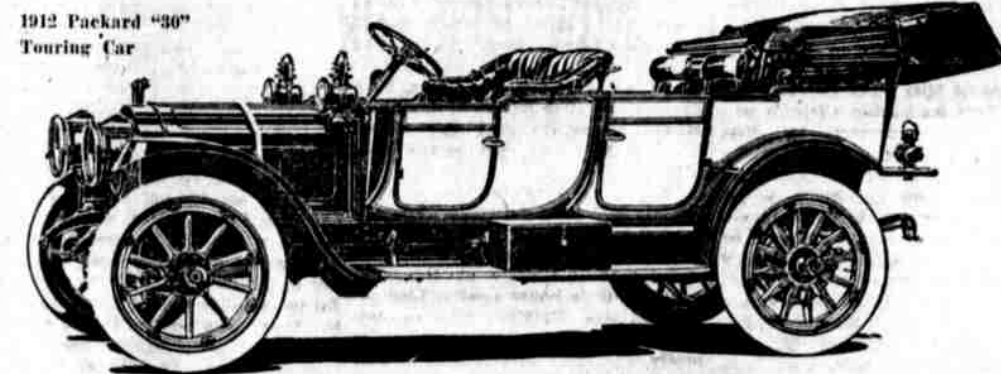
We are able further to state that the total number of reports received by Mr. Weygandt, including those not tabulated for want of specific data, showed more Diamond Tires than any other in use.
No matter what tires you have been using you can get Diamond tires to replace them, and this whatever style of wheel rim you have. You must be careful to specify the size and style. If you do not know the name of your style we can tell you.
Write for Booklet Containing the Complete Story of Mr. Weygandt's Inquiry and our book of Tire Instructions.

THE DIAMOND RUBBER CO., AKRON, OHIO

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The Packard "18" is a town car. It is the same in design and construction as the Packard "30" but of less power and capacity.

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